

Message Text

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51
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E.O. 11652: N/A
TAGS: EAIR, UK
SUBJ: CIVAIR - SEABOARD 747 SCHEDULE

REF: LONDON 10292; COLWELL/STYLES TELECONS AUGUST 13
AND 15

1. WE DISCUSSED SEABOARD SITUATION AUGUST 15 WITH ROGERS, UNDER SECRETARY, DEPARTMENT OF TRADE, AND OUTLINED FOR HIM US ARGUMENTATION PREVIOUSLY MADE TO KEMMIS AND BROWN AS TO WHY SEABOARD SERVICE SHOULD BE APPROVED. ROGERS REJECTED US LEGAL ARGUMENTS AND REFUSED OUR APPEAL TO APPROVE SERVICE BECAUSE IT IMPROVED AIRLINE EFFICIENCY AT NO COST TO BRITISH. ROGERS, TOOK POSITION THAT RIGHTS NOT EXPRESSLY DESCRIBED BY BILATERAL AGREEMENT ARE DENIED TO CARRIERS OF BOTH SIDES AND ARGUMENT FOR IMPROVED AIRLINE EFFICIENCY AND QUESTION OF WHETHER A PARTICULAR SERVICE WOULD BE OPERATED AT A COST OR WITHOUT COST FOR ONE SIDE OR OTHER ARE IRRELEVANT. ROGERS SAID THERE ARE NUMBER OF THINGS BRITISH CARRIERS WOULD LIKE TO DO TO IMPROVE EFFICIENCY, SUCH AS CO-TERMINALIZE LOS ANGELES AND SAN FRANCISCO, BUT CANNOT BECAUSE THEY LACK RIGHTS TO DO SO. WE TOLD HIM LAX/SFO COTERMINALS AND PROPOSED SEABOARD OPERATION IN NO WAY COMPARABLE BUT WE ASKED HIM IF HE WAS SUGGEST-
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ING THAT NEGOTIATION OF SOME DEAL WOULD BE REQUIRED

BEFORE SEABOARD SERVICE WOULD BE APPROVED. HE SAID HE NOT PROPOSING NEGOTIATION BUT WOULD BE WILLING ENGAGE IN NEGOTIATION, SATISFACTORY OUTCOME OF WHICH WOULD MEAN APPROVED SEABOARD SERVICE IN EXCHANGE FOR COMPARABLE BENEFIT FOR UK CARRIERS. HE SAID TALKS WHICH UK RECENTLY PROPOSED WITH US FOR END OF AUGUST WERE INTENDED TO BE BROAD IN NATURE BUT THAT HE WOULD BE WILLING DEAL WITH SEABOARD PROBLEM AS SIDE ISSUE DURING SAME TALKS. WE TOLD HIM WE WOULD REPORT HIS COMMENTS AND WE SUGGESTED THEN THAT HE EXTEND APPROVAL OF SEABOARD SERVICE PENDING RESULTS OF TALKS BUT HE REFUSED EVEN THIS MINOR CONCESSION SAYING UK HAD BEEN MORE THAN GENEROUS TO SEABOARD IN APPROVING SERVICE UNTIL SEPTEMBER 11 AND UNLESS SATISFACTORY ARRANGEMENT REACHED BEFORE THAT DATE SEABOARD WOULD HAVE TO ALTER ITS OPERATIONS TO CONFORM TO BILATERAL AGREEMENT.

2. ROGERS THEN WENT ON TO SAY SEABOARD PROBLEM HAD LED HIS DIVISION TO EXAMINE MORE CLOSELY OTHER ALL CARGO SERVICES BY US CARRIERS AND HE BELIEVES THEY HAVE FOUND SIX OR EIGHT OTHER IRREGULARITIES RELATING BOTH TO SEABOARD AND PANAM. HE SAID THEY ARE STILL STUDYING THIS SITUATION BUT THEY EXPECTED TO BE ABLE TO INFORM EMBASSY OF PROBLEM SERVICES IN A DAY OR TWO.

3. COMMENT: ON CIVAIR MATTERS, WE HAVE NEVER SEEN ANY UK OFFICIAL "STONEWALL" AS ROGERS DID DURING MEETING. WE FOUND ABSOLUTELY NO FLEXIBILITY WHATSOEVER. HE WAS, IN FACT, SO NEGATIVE THAT WE DID NOT EVEN MAKE ARGUMENT THAT SEABOARD IN PAST HAD OPERATED SIMILAR SERVICE IN REVERSE DIRECTION BECAUSE WE WERE CERTAIN HE WOULD HAVE INSISTED SUCH SERVICE ALSO ILLEGAL AND WE DID NOT WANT THAT POSITION ON RECORD UNTIL WE LEARNED WHETHER US CARRIERS HAD TO USE THAT ROUTING. IT WAS CERTAINLY CLEAR FROM TONE OF OUR DISCUSSION THAT SEABOARD SERVICE NOW CAUGHT UP IN BROADER ISSUES RELATING TO BILATERAL AVIATION RELATIONS. AT ONE POINT IN OUR DISCUSSION WE TOLD ROGERS WE THOUGHT HE BEING NARROW AND UNDULY LEGALISTIC IN HIS APPROACH TO SEABOARD PROBLEM. ROGERS LIMITED OFFICIAL USE

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ONLY SMILED AND SAID IT WAS CURIOUS WE WERE SAYING THAT ABOUT UK BECAUSE THAT IS EXACTLY WHAT UK CARRIERS, PARTICULARLY LAKER, HAD BEEN SAYING ABOUT US AVIATION AUTHORITIES FOR WHAT SEEMED LIKE A VERY LONG TIME. UNLESS US IS PREPARED TO MAKE SERIOUS EFFORT TO REMOVE PRESENT IRRITANTS AND RESTORE BETTER RELATIONS, WE FORESEE A TURBULENT PERIOD AHEAD IN OUR BILATERAL AVIATION DEALINGS WITH UK.

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